(b) if so, whether Government are considering to enhance the production capacity of ICF and RCF; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) Yes, Sir.

(c) A work has been sanctioned in 2005-06 for augmentation of capacity for manufacture of 1250 shells peryear at Integral Coach Factory (ICF), Chennai from the present capacity of 1000 per year. A work has also been sanctioned for enhancement of coach production capacity at Rail Coach Factory (RCF), Kapurthala to 1400 coaches per year, from the present capacity of 1000 per year.

Attachment of Nanded Division with Central Railway

3481. SHRI R. S. GAVAI:
SHRI VIJAY J. DARDA:
SHRI BALAVANT *ALIAS* BAL APTE:
PROF. R.B.S. VARMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact thatlhere is presistent demand of the State Government of Maharashtra, MPs, MLAs, MLCs, as well as of the public in Marathwada region that Nanded Railway Division should be attached to Central Railway;

(b) if so, the details thereof; and

(c) by when this public demand will be fulfilled by Government?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. Demand has been raised by various VIPs including Chief Minister of Maharashtra.

(b) It is based on persistent demand from the public of Marathwada region.

(c) While going in for issue of Notification for operationalisation of new zones & divisions, it was decided to retain Nanded Division on South

Central Railway. This was done keeping in view the geographical contiguity of the Divisions forming a Zone; smooth movement of traffic operationally; to provide better control and improve efficiency of the system. Further, the decision to place a particular Division under a specific Zone is taken purely on operational/administrative requirements and not on regional considerations.

Accidents at unmanned railway crossings

3482. SHRIMAT IPREMA CARIAPPA:
PROF. ALKA BALRAM KSHATRIYA:
SHRI MOTILAL VORA:

Will the Minister of RAILWAYS be pleased to state:

(a) the percentage of the accidents occurred at unmanned railway crossings out of total accidents;

(b) the total loss suffered by the Railways due to the accidents occurred at unmanned railway crossings in the country; and

(c) the estimated cost to be incurred on the construction of over bridges over each of these crossings?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) During the current year 2005-06 till November, 2005, out of 169* consequential train accident*, 46* (27.2%)* have occurred at unmanned railway crossings. The cost of damage to railway property in these 46* consequential train accidents at unmanned level crossing has been Rs. 2,43,003/-*. (*AII figures are provisional)

(c) Railways undertake construction of road over/under bridges on cost sharing basis in lieu of busy level crossings with TVU more than 1 lac (TVU-a unit obtained by multiplying the number of trains with the number of road vehicles passing over the level crossing in 24 hours) otherwise on deposit terms. Proposals in either case has to be sponsored by the State Government/Road Authorities duly fulfilling certain prerequisites. Unmanned level crossings do not have sufficient TVUs to qualify/justify replacement by road over bridges. However the average cost of construction of a road over bridge for two lanes is approximately Rs. 8-10 crores.